



*South East Europe
Strategic Alliance for Rail Innovation*

South-East Europe Strategic Alliance for Railway Innovation (SEESARI)

SOUTH-EAST EUROPE



- Strong economic potential as the strategic commercial node between Europe and Asia or/and the Middle East in collaboration with Turkey
- More than 45.000 km of railway network (UIC Statistics)
- 147 million tons of goods (railways) (UIC Statistics)
- 352 million railway passengers (UIC Statistics)
- only 2% of the total freight between Europe and Turkey is carried by rail (The economist 2010)

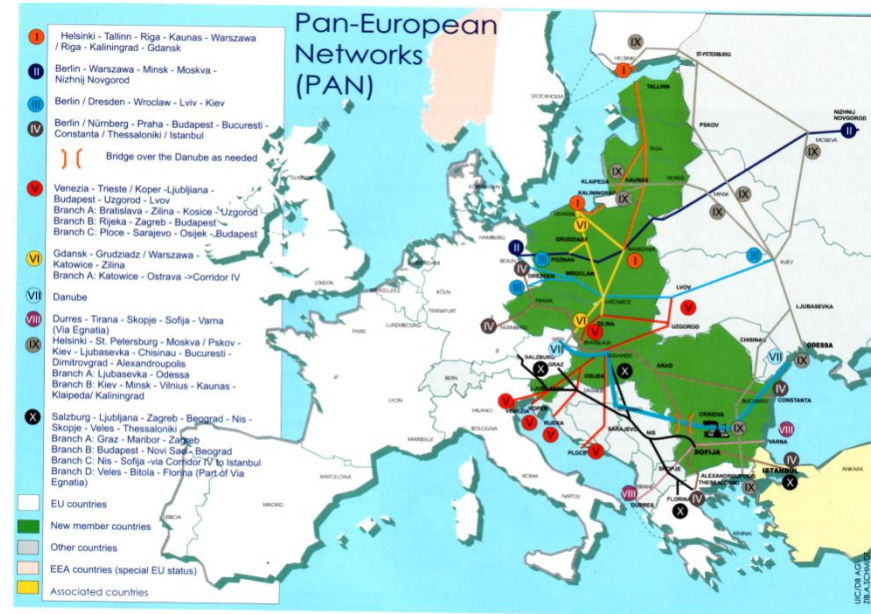
CHALLENGE 2050

EU TEN – T Corridors



NB: South Eastern Europe – Blank!

Pan European Corridors



Extension of the main EU TEN –T
Railway Corridors to SEE

SEESARI

Vision and objectives of SEESARI:

- to be an important player of railway system development in South East Europe
- establish a wide network of interested stakeholders for identifying innovative ideas/solutions/projects for railway and transport development
- bringing new ideas and solutions into reality (concrete projects)
- contribute to advanced railway transport development in South East Europe and wider European railway transport system and contribution to more sustainable transport in Europe

Partnership => supported by International Union of Railways (UIC):

- currently near 60 members from 12 countries (railway transport operators and infrastructure managers, manufacturers and suppliers of technical equipment, financial institutions, research institutions, associations and interest groups connected with (rail) transport, national and regional authorities,..)



PARTNERSHIP

The main SEESARI members and stakeholders:

- transport operators
- infrastructure managers
- manufacturers and suppliers of technical equipment
- financial institutions
- research institutions
- associations and interest groups connected with (rail) transport
- national and regional authorities
- other institutions and administrations from a wide range of interested stakeholders

=> work in close collaboration to identify, develop and implement innovative solutions for the Future European Railway System

ORGANIZATION

The SEESARI organization:

- General Assembly
- Steering Committee
- Secretariat

Membership is open:

- Declaration of Establishment

SEESARI – MAIN PRIORITIES

HIGH SPEED RAIL
NETWORK

INTERGATION OF
PASSENGER
TRANSPORT

REGIONAL RAILWAY
NETWORK

RAILWAY ROLLING
STOCK

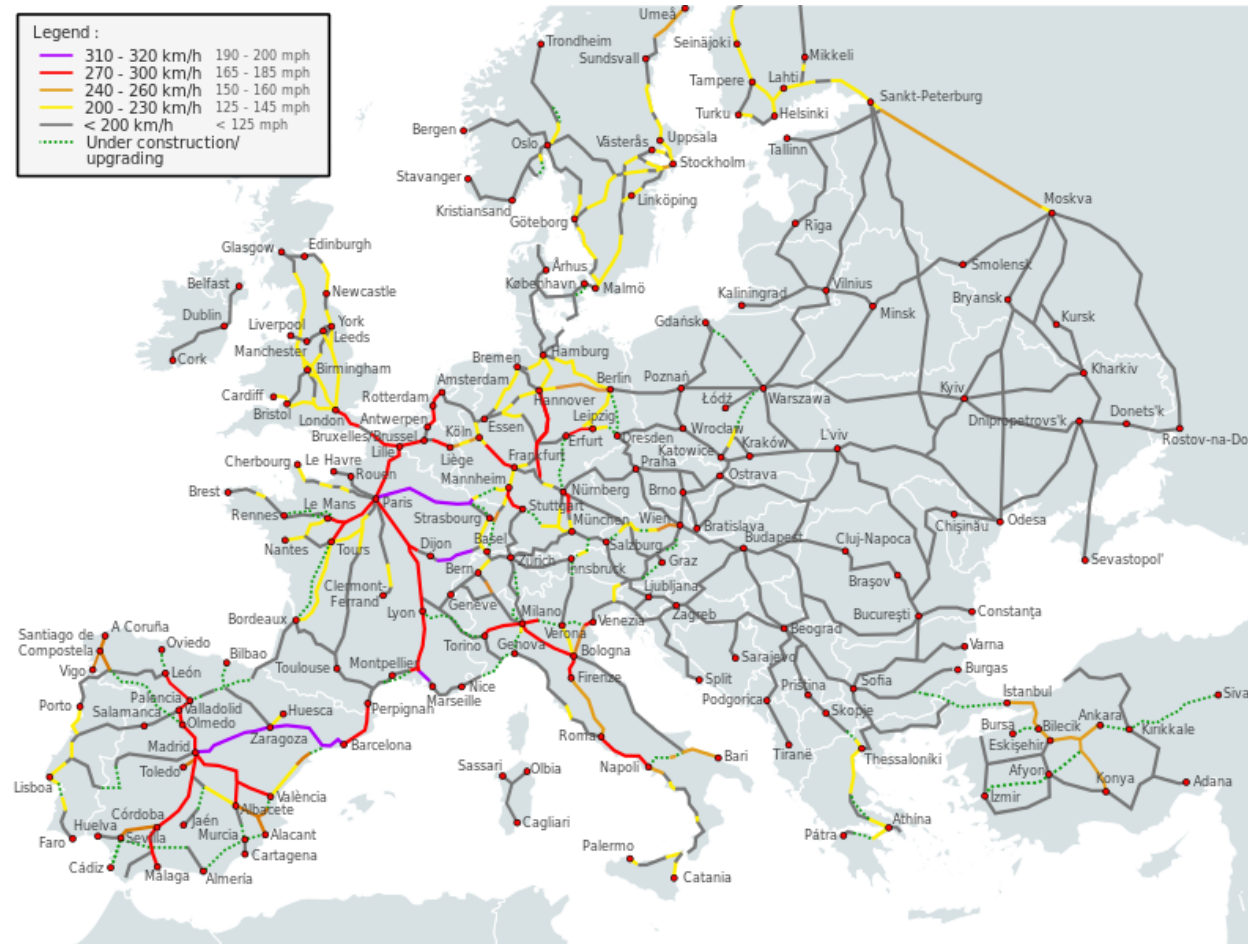
INTEROPETABILITY
AND TECHNICAL
STANDARDS

SOCIAL COMPONENT/
HUMAN RESOURCES

COOPERATION IN
FREIGHT FREIGHT
TRANSPORT

SUSTAINABILITY
ENERGY EFFICIENCY
DIGITALIZATION

DEVELOPMENT OF THE HIGH SPEED RAIL NETWORK IN SEE



INTEGRATION OF PASSENGER TRANSPORT (IT, TICKETING)

- Good opportunity to integrate the Ticketing systems and IT solutions in rail passenger transport

MAIN GOALS:

Better competitiveness of rail transport

More passengers

Integrated rail passenger transport



REVITALISATION OF REGIONAL RAILWAY LINES

Why regional lines?

- big potential (infrastructure already exists)
- low density lines
- less developed and neglected areas

Goals?

- Improved signalling and safety devices (ERTMS regional)
- Sustainable transport and logistics services
- Innovative passenger services
- New generation of rail vehicles (intermodality)
- Integrated smart services model for regional railway network



JOINT PROCUREMENT OF RAILWAY ROLLING STOCK

- **Lower prices** – more attractive offers from suppliers. Quite significant for small companies.
- **Administrative cost savings** – The total administrative work for the involved in preparing and carrying out one rather than several tenders can be substantially reduced.
- **Skills and expertise** – pooling of different skills and expertise. Smaller authorities in particular can benefit from the capacities of staff in larger authorities.



INTEROPERABILITY AND UNIFICATION OF TECHNICAL STANDARDS

- **Interoperability in TSIs** – a fundamental component of the future rail system as the transport backbone of Europe.
- Development of a set of harmonised operating processes in the form of **International Rail Standards (IRS)**.
- **Interoperability ensures trains cross state and operational borders without delay or operational constraint.**

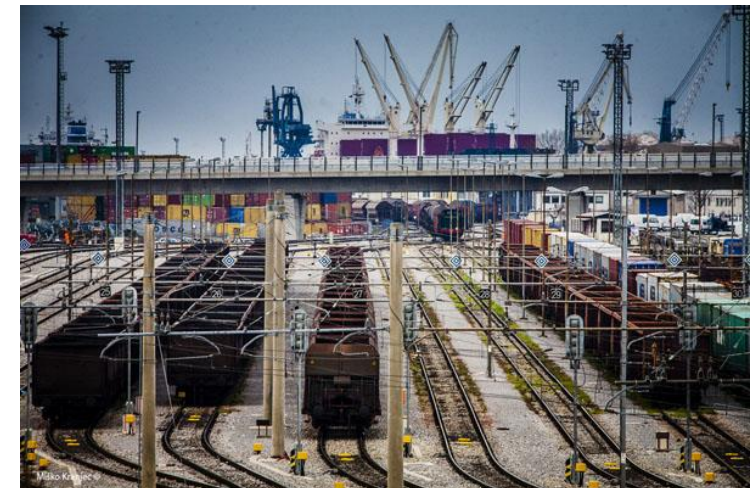


HUMAN RESOURCES (SOCIAL COMPONENT, STAFF REORGANIZATION)

- Positive working conditions and the protection of health and safety of rail workers ➡ **high-quality services.**
- The availability of a skilled and highly motivated labour force in the sector ➡ **efficient and competitive transport services.**
- Optimization and reorganization of railway staff ➡ **more added value.**
- Offering best education and training opportunities for **young professionals.**

FREIGHT TRANSPORT DEVELOPMENT AND INTERMODALITY

- **Rail freight** ➡ to reduce Europe's dependence on imported fuels, due to its **high energy efficiency** and **major reliance on electric energy**.
- Rail freight can support **Europe's competitiveness**.
- A demand for **removing technical and administrative bottlenecks** through achieving a **Single European Railway Area** through **rail infrastructure investments**.



EU TRANSPORT POLICY

TRANSPORT WHITE PAPER - SUMMARY OF RAIL-RELATED GOALS

For Passenger Rail

- Triple the length of the existing highspeed rail network by 2030 so that, by 2050, the majority of medium-distance passenger transport should go by rail and high-speed rail, should outpace the increase in aviation for journeys up to 1000 km
- By 2050, connect all core network airports to the rail network, preferably high-speed
- By 2020, establish the framework for a European multimodal transport information, management, and payment system

For Freight

- 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050
- Rail freight should be almost doubled adding 360 billion tonne km (+87%) compared to 2005
- Deployment of ERTMS on the European Core Network by 2030
- By 2050, connect all seaports to the rail freight system
- Rail freight corridors as the backbone of the EU freight transport system

For Urban Mobility

- Halve the use of ‘conventionally-fuelled’ cars in urban transport by 2030; phase them out in cities by 2050
- Achieve essentially CO2-free city logistics in major urban centres by 2030
- By 2020, establish the framework for a European multimodal transport information, management and payment system

SUPPORT BY EC AND INTERNATIONAL ORGANIZATIONS

=> Full support of International Union of Railways

- Special Taskforce for the SEESARI
- Technical support, promotion, ...



=> Support of CER



=> **Support of EU Commissioner for transport**
Ms. Violeta Bulc

AGREEMENT SEESARI – SHIFT2RAIL

- Signed in September 2018 at InnoTrans
- Long term cooperation
- Presence of the EU Commissioner for Mobility and Transport
- Focus of the agreement: the exchange of information on current and planned activities and research and innovation programs; the exchange of experience and good practices in the framework of the transformation of the rail system, with a particular focus on digitization and interoperability; the involvement of the SEESARI initiative in the S2R SU Working Groups.



SUPPORT BY EC AND INTERNATIONAL ORGANIZATIONS

Some SEESARI project proposals:

- Development of the High Speed Rail South East Europe
- Rail and track diagnostics based maintenance and standardization (initiated by: Hungarian Railways)
- Education centre for young professionals and railway staff and re-organization of human resources (initiated by: Serbian Railways),
- ReVitaRail – Harmonization of regional railway lines and services (initiated by: Slovenian Railways)
- Integrated cross border E-ticketing (initiated by: Croatian Railways)

SEESARI ACTION PLAN – List of projects

Project (name)	Partner who makes proposal	Short Description/ goals	Type of action	Topic/er es	Countries involved – at least 2/	Time schedule	Indi Buq
1.							
Railway Rolling Stock Renewal Project	Feasibility Study developed by Faculty of Transport in Belgrade	Urgent need for renewal of obsolete rolling stock fleet in order to improve quality and safety of services in local passenger transport	Study Investment	Rail		In 2013, ZPOG procured and put in traffic 3 new EMUs Procurement of additional 4 EMUs is planned until 2018	EUR 5
2.							
Mobile Rail Ticketing in Montenegro	Consultancy services for the preparation of project documentation funded by EBRD through the grant provided by French Government	Replacement of the existing outdated ticketing system and improvement of customers' services. Implementation of a new modern system compliant with EU will support the connection of the Montenegrin railway system with greater EU networks and promote easier travel across the southeast region. In addition, ZPOG will join the EPA community and register at Bids and Merits database as part of the project.	Service/product Investment	Rail	Serbia Hungary Czech Republic Russia and other	2016	EUR 2
3.							
Integrated passenger transport	H2 Passenger Transport	Platform for tariff integration, bike parking system, multimodal terminals, data interface	Study	Rail Road Intermodal	Slovenia, Serbia, Croatia	2016 – 2021	EUR 230,0
4.							
New trains	H2 Passenger Transport	Cross border trains (tourist trains, new trains...)	Study	Rail	all	2016 – 2021	EUR 300,0
5.							
International cooperation	H2 Passenger Transport	Cross border cooperation, new software-traffic planning, PSO contracts	Study Service/product	Rail	all	2016 – 2026	EUR 300,0
6.							
Education	H2 Passenger Transport	Staff education as well as drivers practice	Study Service/product	Rail	Slovenia, Serbia,	2016 – 2021	EUR 230,0

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Thank you for your attention.

Dr. Peter Verlič

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Any questions?

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